

The

GLIDER EXPRESS



PCR-CA-334

INSIDE THIS ISSUE:

<i>Squadron 36 Flight</i>	
<i>Simulation Saturday</i>	0
<i>What is Leadership</i>	
<i>in CAP?</i>	3
<i>What I Learned</i>	3
<i>Operational Risk Management –</i>	
<i>Easier Than it Sounds</i>	4
<i>Memphis Belle</i>	4
<i>Air Force Reconnaissance</i>	5
<i>I'm Too Busy:</i>	
<i>I'll Get To It When</i>	
<i>I Get To It</i>	7

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The Glider Express is a unit publication, created for the members and supporters of the John J. Montgomery Memorial Cadet Squadron. It is published privately and is in no way connected to the Department of the Air Force or the Civil Air Patrol Corporation. Opinions expressed by the writers are their own and are not to be considered official expressions of the Civil Air Patrol.

ARTICLES! If you have an interesting "tidbit" to share, e-mail it to Squadron 36 at:

jsena@mindspring.com

or type your notes and send them to:

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San Jose CA 95135-2023

SQUADRON 36 FLIGHT SIMULATION SATURDAY

By 2d Lt Lance Scott
Asst Aerospace Education Officer



*Cadet Orrick and Cadet Norby
concentrate on the flight.*

In the still sleepy hours of 18 March 2006, TSgt Woodward and I met at a local coffee shop. The previous night was "set up and configuration" night and, as usual, it ran into the early hours of Saturday morning. In short order, we two sleep-deprived simulation veterans headed out for Reid Hillview airport. In the brief discussion at the coffee shop, we received the late word that a no-notice mission would preempt our simulation project.

We determined to forge ahead and see if we could coordinate the mission with the flight simulation.

Onsite we were greeted by Sq 80's staff and the Sq 36 cadet staff and told the mission was well on its way and under control. I checked in so everyone knew I was onsite. We were informed that the initial brief for the mission would happen at 0900. That gave the simulation team about an hour to warm up the computers and get back before the brief.

Not being ES qualified, it was time for me to head over to the simulators. Sq 36 has a good working relationship with

the airport staff and they graciously offered us the large area on the second floor where Sq 36's "Montgomery Glider" is being stored. More seniors and cadets began to arrive. As they waited for the briefing, we put them to work. Things are moving well for a simulation day.

0900 sharp - the briefing started. Missions have their own planned and unplanned chaos. Simulation days are the same and when you combine the two you get many unplanned events happening. Fortunately, we have a great cadet and senior staff who are able to resolve scheduling and manpower issues. The mission brief went off without a hitch.

Morning simulation briefings started in the open area of the terminal and moved into the Amelia Reid conference room. The first briefing was for cadet instructors called Instructor Pilots (IPs). The IPs are the advanced students who have shown their skill in the cockpit, are given advanced formations to fly, as well as their regular task of teaching. We teach small steps so as not to discourage the newly minted pilot confidence.

On the second briefing of the day, our IPs sat in with their soon-to-be students.



The senior members test their skills.

(continued on page 2)

**JOHN J. MONTGOMERY
MEMORIAL
CADET SQUADRON 36**

2490 Cunningham Avenue
San Jose CA 95148-1003
(408) 258-2720

Meetings every Tuesday
7:00 p.m. – 9:30 p.m.

On the Web:

<http://sq36.cawg.cap.gov>



Organization

Commander

Maj Mike "Monty" Montgomery

Deputy Commander

Capt Michael A. Hodges

Administration & Personnel

2d Lt Joanna M. Lee

Aerospace Education Officer

1st Lt J. Kenneth Palmer

Moral Leadership Officer

Chaplain (Capt) David J. Prado II

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Lt Col James H. Sena

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SM Jacoba Sena

Safety Officer

Capt Michael A. Hodges

Testing Officer

1st Lt Jan E. Orvick

Cadet Commander

C/CMSgt Aaron K. Guerrero



TSgt Woodward shares his knowledge.

Scheduling the day became more challenging as the day wore on we had an overlap of cadets with a lack of IP's. The second half of the day included all the cadet pilots who had been involved with the mission. This led to idle hands. Our challenge was to keep those hands full with course work. The learning never stops for a fighter pilot.

By 1600 hours, everyone had returned to base and the final mission briefing was underway. After the brief, all the seniors wanted to see what these simulator rumors were all about. While the cadets dealt with arranging their rides home, the seniors from both squadrons including both commanders were able to make a "hop around the patch." It was clear that what seemed like a neat toy quickly became a serious endeavor. The mere sight of the cockpits garnered an "Oh my!" followed by "wow do all these buttons work?" Our answer was a simple, "Yes. Not only do they all work, one needs to know what they all do! This is not a typical Civil Air Patrol Cessna!" After a quick cockpit brief and airspeed check, everyone jumped into a simulator. Shortly thereafter, we had a four-plane formation looking smooth like veteran combat pilots. This only lasted until someone found the "Master Arm" switch. The fight was on! Four F-16s ripping up the sky trying to out turn one another in order to employ one of several weapons on one's opponent.

One by one, the pilots departed for home, thinning the line of pilots to those left in the seats. As night fell, the airport pilots continued their education and camaraderie. By 10 pm, everyone tired and it was time for only one thing: packing! Everyone loaded the computer gear into the cars and we called an end to another successful simulation Saturday. 🚀



SQUADRON 36 RADIO RELAYS

C/AB Michael Nordby

A-Flight



On the 14th of March, Lt Col Don Towse from Squadron 80 came to our Tuesday night meeting to teach "Radio Prowords". Colonel Towse also demonstrated how to communicate using radio relays. Radio relays are used to send messages quickly.

Before we were able to use the radios, Lt Col Towse taught us specific radio terms. These terms are brief and each has a great deal of importance. We learned prowords such as: "This is..., over, say again, figures..., initials, roger, and out."

After the class, we were split into groups of two. We had several groups. Both members in a group were given a radio and it was set to a specific channel. One radio was set to receive messages from another group and the other was radio was set to give the message to the next group.

Once a group received a message, a member in the group would write it down and pass it to the other member in the group. The message would then be sent to another group and the process was repeated until the message was sent to the last group. We managed to relay two messages. 🚀

(continued from page 1)

The IPs were given their tasks to complete, as well as their required flight information. Afterwards they received the student briefing. For the students it was simply take-off, fly to 5 or 6 waypoints, and land without crashing. The process may sound simple, but it is not.

The flights, as expected, were fun but challenging and we even had a number of firsts! Several new students landed without bending, breaking or crashing the aircraft. The IPs handled themselves in a manner becoming of Air Force officers.

WHAT IS LEADERSHIP IN CAP?

Maj Jo Montgomery
Leadership Officer



One of the biggest draws for folks that join CAP is the emphasis on leadership. We have all heard that CAP Cadet Programs is a “leadership program” that will “develop dynamic citizens.” However, what does that really mean? I cannot tell you what leadership means to you, but I can tell you what it means to me and why, as the Leadership Officer for Sq 36, I truly believe in it.

When I was 13, I discovered a program that I believed would give me a couple of good kudo points on my college applications and might be a bit of fun. I had always wanted to fly and this program promised to do that.

As I progressed through the cadet ranks in CAP, I started noticing the things I was learning. Accountability, responsibility, conflict resolution, and time management to name a few, were things that not only applied to CAP but to school, and more importantly to life.

CAP laid the foundation for many achievements and successes in my life. It is the leadership attributes that I gained from CAP that pushed me to the forefront in my high school JROTC program and culminated in my position of Cadet Wing Commander during my senior year. It was the leadership styles and techniques that I learned both in the Cadet Programs and through Senior Professional Development that helped guide me through difficult situations during my time in the Army. It is still those teachings that I fall back on now at work, at home, and at CAP.

Leadership in CAP is not just about yelling and screaming at someone or a group of people. It is not about bossing them around and moving them from place to place. Sure, I learned to do that and I did it well. Instead, CAP taught me that leadership was about being responsible for not only my actions, but the actions of those entrusted to me, whether it was as a cadet staff member for 2 ½ hours a week, or as an Army officer 24/7.

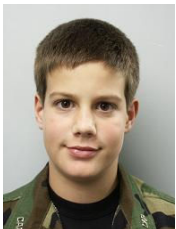
CAP taught me that being leader could be different depending on the circumstances I am facing. To be an exceptional leader is to be someone who can understand all the different types and styles of leadership and apply the correct one to any given situation. I learned that no two situations are ever the same and a leader is always learning.

Perhaps, this approach to life and leadership is not taught in school nor is it taught in any other after-school activity (at least that I know of) other than CAP. That is why I believe in the leadership aspects of CAP. That is the wisdom I, as the Leadership Officer, try my best to impart to the cadets before they all go off to face the world. The things you learn here can help you in life no matter what you choose to do. 🌟



WHAT I LEARNED – RADIO COMMUNICATIONS

C/Amn Eric Bergen
A-Flight



On Saturday, March 18th, Squadron 36 had a scheduled flight simulator event, or what was supposed to be one. Instead, we were called for a no-notice SAR exercise.

Both Sq 36 and Sq 80 made teams and ventured out in vehicles trying to find certain “landmarks”. My team consisted of C/A1C Herbert, Lieutenant Palmer, Major McDowell, and myself. We were to survey the creeks and hills for signs of landslides or flooding and report it to the authorities.

What did I learn? Personally, I learned basic radio communication. I also learned proper visual surveillance. There were landmarks such as a weirdly-painted house, a United States mailbox, a house with Christmas decorations, and a Mercury News paper rack. My team found all the marks. We also managed to find that a creek had overflowed.

I was responsible for most of the radio communication. I thought it was interesting to radio “Reid Hillview Base” from about ten miles away. It was also enjoyable to use code words and letters like “Alpha” and “Bravo”. I am looking forward to the next SAR exercise and hope to learn even more skills then. For some extra fun, after the search, we were able to have some fun with the Falcon 4.0 Flight Simulators. We were surprised to find that some of the seniors had created wooden cockpits for the flight simulators. 🌟

UPCOMING EVENTS

Looking for a special summer activity? The CAP National Conference is practically in our backyard this year.

2006 CIVIL AIR PATROL NATIONAL CONFERENCE

RENO, NV

AUGUST 9-12

JOHN ASCUAGA'S NUGGET

1100 NUGGET AVE.

SPARKS, NV 89431

Look for more information in future newsletter editions or check the national website:

http://www.cap.gov/visitors/events/conference_information_center/

Also coming up is the regional conference for the Pacific Region.

2006 PACIFIC REGION CONFERENCE

PORTLAND, OREGON FROM 28-30

APRIL

EMBASSY SUITES HOTEL

PORTLAND AIRPORT

For more information see the website:

<http://www.pcr.cap.gov/>

For something closer to home:

2006 GROUP 2 BANQUET

SATURDAY APRIL 22

VILLAGES GOLF AND COUNTRY CLUB

For info, contact:

Maj Jo Montgomery

408 363-8895



Correction:

Maj Kevin McDowell was incorrectly identified in the March issue as Capt Kevin McDowell.

WELCOME 36ERS**NEW FACES AT
SQUADRON 36****2D Lt LANCE SCOTT**

ASST AEROSPACE OFFICER

ASST WEB SECURITY ADMIN

OPERATIONAL RISK MANAGEMENT – EASIER THAN IT SOUNDS

Capt Mike Hodges

Safety Officer

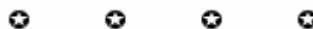
Operational Risk Management, or ORM, is a concept used by military commanders and private sector managers alike to determine acceptable levels of risk. As complicated as it sounds, ORM is really a very simple thing that all of us use often. I can provide examples of this from my own life, and as this article shows, so can everyone.

As a motorcyclist (and driver) I am constantly scanning the road for potential problems, whether this is the 'other guy' that is not looking when he is changing lanes, or the uncovered load ahead of me that is spewing junk onto the roadway. How ORM plays into this is in determining how fast it is safe to go with all of the things going on around me. On a motorcycle, being aware of potential risks and knowing how best to avoid them can (and will, certainly) save a life. Though accidents are less likely to be fatal in a car, the same principals apply – knowing the risks involved with a course of action and taking steps to eliminate or 'pare down' those risks to an acceptable level. This is what ORM is all about.

How does this apply to non-drivers or elsewhere in life? Well, one would not get into a car without wearing a seatbelt, would they? Now ask the question – is that because it is a habit (albeit a good one) or because of the vague awareness that, should the car get into an accident, one is far more likely to survive with less injury if wearing one?

Would a pilot EVER take off in an airplane that was not pre-flighted? One worth his license, or that wants to stay alive certainly would NOT. Would one cross a busy street without looking? A simple matter, but an effective example of what we are contemplating here.

The point to all this, of course, is that we are all constantly performing ORM risk calculations and making decisions about whether or not a particular action is worth the worst that could happen. If it is not, then sensible people find an alternative or abandon the action altogether. In short, weigh what can be accomplished against what COULD happen – if it is worth the risk, then go for it! 🚀

**MEMPHIS BELLE**

C/Amn Kenneth Needham

A-Flight

**SM MARICI REID**

ASST AEROSPACE OFFICER



Have you ever seen the movie *Memphis Belle*? Did you know that the Memphis Belle was in fact a real aircraft? Were you aware that the movie was based on a true story? The Memphis Belle, a B-17F (serial number 41-24485), was assigned to the 324th Bombardment Squadron (Heavy), 91st Bombardment Group, in England in 1942. Its last mission

was flown on 19 May 1943 to Wilhelmshaven, Germany, where submarine and harbor facilities were bombed.

The aircraft and its crew left England for the United States on 9 June to make a war bond tour. While in Europe, an Army Air Force film crew was aboard the *Memphis Belle* and other aircraft of its group for several of their missions. A documentary movie was released to the public in 1944, and a dramatization of the original film was produced in 1990. 🚀



AIR FORCE RECONNAISSANCE

SM Jacoba Sena

Public Affairs Officer

When one thinks of the Air Force and its planes, the first thing that comes to mind is generally the fighter: the glamour planes of the Air Force. However, the Air Force is more than just its fighters. Critical to the Air Force mission are its array of Flight Combat Support aircraft. These aircraft perform vital operations to support the combat mission, including air surveillance, intelligence gathering, and airborne battle management.

Three of these aircraft are the RC-135, the E-8C, and the E-3A



The Rivet Joint aircraft are equipped with an extensive array of sophisticated intelligence gathering equipment.



The E-8C Joint Surveillance Target Attack Radar System is a highly advanced airborne battle management and combat and control (C2) aircraft used by air and ground commanders.



The E-3A Sentry is a modified Boeing 707/320 commercial airframe with a rotating radar dome that permits surveillance from the earth's surface up into the stratosphere. 🌐

Air Force News

HIKER FINDS F-16 RACK

3/31/2006 - -- Airmen with the 56th Civil Engineer Squadron explosive ordnance disposal unit and the 56th Equipment Maintenance Squadron at Luke Air Force Base, Ariz., hike up the White Tank Mountains on Thursday, March 23, 2006. The group was going to the site of an F-16 Fighting Falcon triple ejector rack to ensure it didn't contain unexploded cartridges. The rack was released from a 61st Fighter Squadron F-16 during an in-flight emergency on Aug. 11, 2003. A local resident found the item while hiking and led the Air Force team to the site.



AIR FORCE, ARMY TO PURCHASE SMALL CARGO AIRCRAFT

by Staff Sgt. C. Todd Lopez
Air Force Print News

3/30/2006 - **WASHINGTON** -- By 2010, both the Army and the Air Force may be flying the same aircraft to provide airlift inside places like Afghanistan and Iraq.

The Secretary of Defense has given approval for the Army and the Air Force to work together to purchase those aircraft. The Army has been calling it a "Future Cargo Aircraft," while the Air Force calls it a "Light Cargo Aircraft." But ultimately, those names will be gone in favor of "Joint Cargo Aircraft." And it won't just be the name that is the same.

The Joint Cargo Aircraft will be a small aircraft developed for both the Army and the Air Force. It will be smaller than the Air Force's C-130 Hercules, but larger than the Army's C-23 Sherpa. Most likely, the aircraft will be a variant of an aircraft already available in the civilian sector, and the manufacturer will modify it for military use.

SCHEDULE

NOTE: Unless otherwise indicated, all meetings and activities will begin and end at Squadron 36's regular meeting location.

NOTE: ITEMS IN RED FACTOR INTO CADETS' ATTENDANCE RECORDS.

NOTE: ITEMS IN BLUE ARE FOR SENIOR MEMBERS ONLY.



The "Who's Who" of the USAF and CAP are here, along with their biographies!

<http://sq36.cawg.cap.gov/keyfigures.html>



Squadron 36 congratulates the following members for accomplishments since our last newsletter!



Cadet Reese Williams
C/A1C



Cadet Chenny Zhang
C/CMSgt



SM Marici P. Reid
Level 1/CPPT

APRIL 2006	
April 4, 2006:	First half: Alpha Flt: Stationary Drill Movements, Bravo Flt: Counter March/Drill Critique. Second half: Alpha Flt: CAP Missions & Chain of Command, Bravo Flt: Situational leadership. Service Uniform or CAP equivalent.
April 6, 2006:	SENIOR MEMBER STAFF MEETING: 7:00 p.m. - 8:30 p.m. Civilian clothes.
April 11, 2006:	First half: AE - "Model Airplanes" for both flights. Second half: 'SQTR with Sq. 80" for both flights. Service Uniform or CAP equivalent.
April 11, 2006	SQUADRON INSPECTION: All senior staff officers should plan to attend. Contact the commander if any senior staff officer will not attend. Be prepared to discuss your staff responsibilities with visiting inspectors.
April 18, 2006:	First half: Cardio, both flights. Second half: Alpha Flt: Study Techniques, Bravo Flt: "Flight Simulator". Workout attire AND BDU or CAP equivalent for second half. NO CPFT IN BDUs!
April 25, 2006	First half: Moral Leadership, both flights. Second half: Flight time for both flights. BDU or CAP equivalent.
April 29, 2006	SQUADRON SPRING "G.I." PARTY: 8:30 a.m. – Done. Wear "grubbies" and be ready to help clean up the squadron. Party with movies and pizza following. NOTE: CADET ATTENDANCE WILL BE RECORDED FOR THIS SQUADRON ACTIVITY, PER SQUADRON POLICY.
MAY 2006	
May 2, 2006	First half: Alpha Flt: Inspection/Drill, Bravo Flt: Inspection/Drill Critique. Second half: Alpha Flight: Different insignias & John F. Curry, Bravo Flight: Flight Time. Service Uniform or CAP equivalent.
May 4, 2006:	SENIOR MEMBER STAFF MEETING: 7:00 p.m. - 8:30 p.m. Civilian clothes.
May 9, 2006	First half: AE - "Model Airplanes" for both flights. Second half: Alpha Flight: Rifle handling, Bravo Flight: Compass Reading Exercise Service Uniform or CAP equivalent.
May 16, 2006	First half: Muscle failure, both flights. Second half: Alpha Flt: Aerospace 1.1, Bravo Flt: "Flight Simulator". Workout attire AND BDU or CAP equivalent for second half. NO CPFT IN BDUs!
May 20-21, 2006	Activity: SAREX @ Palo Alto Airport. Battle Dress Uniform. CAPID, 101 Card, and applicable SQTR required. POC for this event is Capt Keith J. Stason. Registration deadline is May 5, 2006. Submit name, CAPID, desired function, and squadron # via CAWG Form 31 through your chain of command!. Cost: Seniors \$20, Cadets – no cost.
May 23, 2006	First half: "Moral Leadership" both flights. Second half: Alpha Flt: Flight Time, Bravo Flight: Impromptu class. . BDU or CAP equivalent.
May 30, 2006	Fifth Tuesday Event. TBD
JUNE 2006	
June 1 2006:	SENIOR MEMBER STAFF MEETING: 7:00 p.m. - 8:30 p.m. Civilian clothes.
June 6 2006	First half: Cat & Mouse, both flights. Second half: Alpha Flt: Aerospace 1.2, Bravo Flt: Authoritarian Leadership. Service Uniform or CAP equivalent.

I'M TOO BUSY: I'LL GET TO IT WHEN I GET TO IT

By Major Mike "Monty" Montgomery
Commander



We've all heard the quotes and talk about taking care of people...usually some motivation phrase that is supposed to prompt us to make a change in how we look out for those with whom we interact. "Blah, blah, blah"...right? However, as "creatures of habit," we tend to generally fall back on what is normal or easy to us – how we learned to do a thing verses how we might have later learned to make a thing better and operate in a different manner at school, work, home, or even – dare I say – CAP.

Let's consider a real world situation.

A brand new senior member without grade was sitting at home one weekend, typing up something for his job. He hears the *ding!* of his e-mail and sees a message from his CAP squadron commander (who incidentally, was also an active duty airman assigned to a 120-day deployment to the desert.) The message our senior member without grade received went something like this:

"Hey, it's 3 AM over here but this was the best time I could do this. Cadet Solinski has worked exceptionally hard and really has helped the cadet program improve. I asked you to write up a 'Cadet NCO of the Year' submission for her before I left but, you didn't get around to it. Please see attached; submit it up the chain and let me know what you find. Let's talk when I get back."

Wow...that senior member felt pretty embarrassed because, even though he had work commitments, family commitments, and school commitments, it took a guy on a military deployment to the desert to submit this hard-working cadet for an award, even though the commander was 8,000 miles away with MANY more pressing issues on his mind.

That "too busy" senior member without grade was me when I first joined CAP. When my CAP commander came back, I scheduled a lunch with him and had that talk. "Man, that really put things in perspective for me...I guess I was too busy to think about Solinski...sure felt odd that you didn't, even within a combat zone." The advice I got in reply set the stage for one of my fundamental ethics in everything I do. It went a little something like this:

"It's about respect...you must respect people and you didn't in this case. Folks don't want your excuses, they want your respect. Mike, you can be on Mars or next door, it doesn't matter; people will keep giving you good effort if you recognize their work. If you don't respect them and their work, then no excuse about being too busy will keep them dedicated to the unit, you, or CAP. It's your job to set the example and respect people. Folks look to any senior member – new or tenured – to set the pace. Don't drop the ball again."

I've never forgotten that lesson and furthermore, can look back on the time before my CAP commander put it in so many words and see many missed opportunities where I should have helped folks I led in Boy Scouts, church, and school. Five dollars to the first cadet that reads this and tells me about this article. I had heard all the lessons of life about "do unto others," but had never seen it as plainly as I did the day I got an e-mail from Saudi Arabia for an award that I should have written myself. It took a CAP squadron commander to show me that...and I surely got both the e-mail and the "message."

Regardless of whatever you might have in mind, the next time you think you might be too busy to take care of another human soul – a peer, a parent, a new CAP member that silently looks to you as the role model – think about the time a lowly new senior member like me got an e-mail written at 3 AM from a guy in a combat zone that, in the throes of hardship, could have been done by yours truly in the comforts of his home here in the States. I was too busy...but after this lesson, I never was too busy again!

And for the record, the cadet got the award...and that commander became one of my greatest mentors. 🇺🇸



Thinking CAP

Well... last month's prize went unclaimed... let's see if we can do better this month.

Okay all you cadets...(and families too!)

Get your thinking caps on and answer these questions...

1. What two CAP events happened on the same day last month?
2. What three reconnaissance aircraft were featured?
3. What did an Arizona hiker find?
4. What is leadership?

If you know the answers, email them to:

jsena@mindspring.com

A winner will be selected from the correct entries... and yes, there will be a prize!

Be sure to include your name with your entry.



The Glider Express

c/o John J. Montgomery Memorial Cadet Squadron 36
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For Parents and Families